

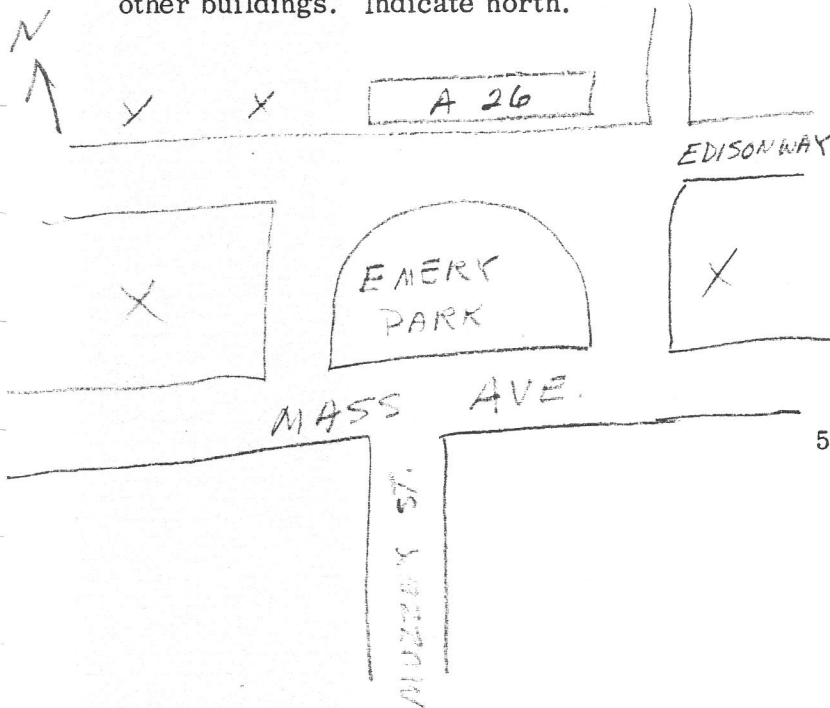
FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION  
Office of the Secretary, State House, Boston

In Area no.	Form no.
A	26



4. Map. Draw sketch of building location in relation to nearest cross streets and other buildings. Indicate north.



DO NOT WRITE IN THIS SPACE  
USGS Quadrant \_\_\_\_\_  
MHC Photo no. \_\_\_\_\_

Lexington  
ss 13 Depot Square  
Depot building  
nt use Depositors Trust Bank, LaTienda  
shop N end  
nt owner  
ption:  
After 1846 when RR opened  
irce  
Italinate, altered to Colonial Revival

Alterations by Wm. R. Greeley  
Exterior wall fabric Clapboard  
Outbuildings (describe)  
Other features Main block center entrance with  
4 roundheaded windows each side of door.  
Door with transom lights, pilasters (over)  
Altered Yes Date  
Moved Date

5. Lot size:  
One acre or less Over one acre  
Approximate frontage 100'  
Approximate distance of building from street  
6'

6. Recorded by E. W. Reinhardt  
Organization Lexington Historical Comm.  
Date October, 1975

(over)

7. Original owner (if known) Lexington's West Cambridge Railroad

Original use Depot

Subsequent uses (if any) and dates (still used as commuter's station)

8. Themes (check as many as applicable)

Aboriginal	<u>      </u>	Conservation	<u>      </u>	Recreation	<u>      </u>
Agricultural	<u>      </u>	Education	<u>      </u>	Religion	<u>      </u>
Architectural	<u>      </u>	Exploration/ settlement	<u>      </u>	Science/ invention	<u>      </u>
The Arts	<u>      </u>	Industry	<u>      </u>	Social/ humanitarian	<u>      </u>
Commerce	<u>  x  </u>	Military	<u>      </u>	Transportation	<u>  x  </u>
Communication	<u>      </u>	Political	<u>      </u>		
Community development	<u>  x  </u>				

9. Historical significance (include explanation of themes checked above)

huge split ogee pediment with central wn + porch full length & height of building, square posts with neck rings = Col. Revival additions. Porch has pedimented central element + cornice railing. Cupola . Train shed to rear facing tracks -runs full length of building. Arches of shed have mini- keystones in wood.

Land for Emery Park bought by Town in 1922, (Ew p. 116) Park directly in front of bank, semi-circular, surrounded by granite post & chain fence. Monument stone in park reads: Frederick L. Emery - Park - Named to honor a Leader in Civic Improvements. Brass plaque in low rubble stone-monument with small pool in stone recess. Park well maintained & landscaped. Beautiful mature trees.-

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

Worthen, Calendar History.

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION  
Office of the Secretary, Boston

Community:	Form No: 26
Property Name: 13 Depot Square	

Indicate each item on inventory form which is being continued below.

HISTORICAL SIGNIFICANCE

In 1885, about 30 feet was cut off one end; it was redesigned as a train shed in 1873 (see Lexington Minute Man, August 2, 1873).

In 1873, tracks were laid to Concord (through Bedford), and in 1886, double tracks from Lexington to Boston were completed. From that time on, into the early 1900s, the line was a busy one. At its peak, there were 22 trains a day each way into Boston and return. Prior to the coming of the streetcar in 1900, the train was the most convenient method of traveling within the town, i.e., from Lexington Center to East Lexington.

In 1917, the depot was damaged by fire and the B&M were about to tear it down until they were persuaded by town officials to renovate. Wm. Roger Greeley of Kilham, Hopkins and Greeley was the architect for the renovation.

The structure was used as a depot until 1958 when it was purchased by Mr. Anthony Cataldo for a branch office of the Depositors Trust (of Medford). One B&M passenger train per day continued to stop at the former depot until about 1977, when service ceased. (It went into Boston about 7:30 am, returned about 6:30 pm.) Slate roof was replaced with asphalt in 1976.

Sources: E.B. Worthen; W.R. Greeley article in July 2, 1959 issue of the Lexington Minute Man newspaper.

S. Lawrence Whipple, 1984

Staple to Inventory form at bottom

## FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION  
294 Washington Street, Boston, MA 02108

Area	Form no. 26
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PHOTO (3x3" or 3x5", black & white)  
Staple to left side of form  
Photo number \_\_\_\_\_

## SKETCH MAP

Draw map showing property's  
location in relation to nearest  
cross streets and other buildings  
or geographical features.  
Indicate north.

Town LEXINGTON  
Address Depot Square  
Lexington & West Cambridge  
Historic Name Railroad: Lexington Depot  
Use: Original railroad station  
Present bank  
Ownership: ☐ Private individual  
Private organization \_\_\_\_\_  
Depositors Trust Co.  
Public \_\_\_\_\_  
Original owner L&WC RR

## DESCRIPTION:

Date c.1850; 1918  
Source \_\_\_\_\_  
Style \_\_\_\_\_  
Architect \_\_\_\_\_  
Exterior wall fabric clapboard  
Outbuildings \_\_\_\_\_  
Major alterations (with dates) After  
fire in 1918, several colonial Rev.  
elements including cupola, balustrade,  
and colonnade.  
Moved \_\_\_\_\_ Date \_\_\_\_\_  
Approx. acreage \_\_\_\_\_  
Setting Town center

Recorded by Peter Stott  
Organization MHC  
Date 10/22/80

7. Original owner (if known) \_\_\_\_\_

Original use \_\_\_\_\_

Subsequent uses (if any) and dates \_\_\_\_\_

8. Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	_____
Communication	_____	Political	_____		
Community development	_____				

9. Historical significance (include explanation of themes checked above)

10. Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1157-20  
N.Y.

ARCHITECTURAL SIGNIFICANCE (describe important architectural features and evaluate in terms of other buildings within community)

Early single-story wood-frame passenger station approximately 96 feet in length and 53 feet in width. The gable roof shelters a 25-foot wide trainshed typical of many medium-sized mid-century railroad stations.

This is believed to be the only trainshed depot left in Massachusetts -- if not in the country. Interior has been renovated for a bank, and much of the exterior fenestration has been altered, though not disfigured.

HISTORICAL SIGNIFICANCE (explain the role owners played in local or state history and how the building relates to the development of the community)

First regular passenger service, provided by the Lexington and West Cambridge Railroad which terminated here, began in 1846, and the depot may date to about that date. Damaged by fire in 1918, the station was renovated by the railroad with the construction of a new roof, in addition to a Colonial revival cupola, balustrade, and colonade.

BIBLIOGRAPHY and/or REFERENCES

Kelley, Beverly Alison, Lexington, A Century of Photographs (Lexington, 1980) pp. 106-107.



# INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION  
MASSACHUSETTS ARCHIVES BUILDING  
220 MORRISSEY BOULEVARD  
BOSTON, MASSACHUSETTS 02125

Town  
LEXINGTON

Property Address  
13 DEPOT SQUARE

Area(s) Form No.

A

26



Undated photograph of depot as it appeared before alterations.

Source: Kelly, Beverly Allison. *Lexington: A Century of Photographs*. Lexington Historical Society, 1980, p. 106.

Supplement prepared by:  
Lisa Mausolf  
March 2009